

**CITY OF LODI
INFORMAL INFORMATIONAL MEETING
"SHIRTSLEEVE" SESSION
CARNEGIE FORUM, 305 WEST PINE STREET
TUESDAY, JULY 17, 2001**

An Informal Informational Meeting ("Shirtsleeve" Session) of the Lodi City Council was held Tuesday, July 17, 2001 commencing at 7:05 a.m.

A. ROLL CALL

Present: Council Members – Hitchcock, Howard, Pennino and Mayor Nakanishi

Absent: Council Members – Land

Also Present: City Manager Flynn, City Attorney Hays, and Deputy City Clerk Taylor

B. CITY COUNCIL CALENDAR UPDATE

Deputy City Clerk Taylor reviewed the weekly calendar (filed).

Announcements

At the request of City Manager Flynn, Police Chief Adams reported that the State Assembly approved the budget, which included approximately \$4 million for the new Lodi Police facility. While the budget still has to pass through the Senate and be signed by the Governor, Chief Adams expressed confidence that the proposed funding will remain intact. He has also received positive comments regarding the continuation of the State-funded COPS grant program.

C. TOPIC(S)

C-1 "Transit Update"

Public Works Director Prima introduced Transportation Manager Carlos Tobar, distributed operation schedules for GrapeLine and Dial-A-Ride, and provided tables of ridership figures and maximum load figures (filed). Mr. Tobar reported that the routes were revised to meet the needs of the riders. They addressed a dip in GrapeLine riders by increasing stops at the Four Corners Shopping Center and reducing the number of evening transfers.

Mr. Prima stated that since the start of the fixed-route system, ridership has climbed steadily except for a dip in 2001 due to transfer revisions. Addressing comments regarding the selection of 40-foot buses (which appear to be less than full capacity) he reminded Council that 35-foot buses are not standard size, costing more to produce, and the operational cost is comparable to the 40-foot buses. He stated that while sometimes the buses are not filled to capacity, just the opposite occurred two years ago when several 35-foot buses were a part of the transit system, and passengers were standing on the buses or left at the bus stops to rely on backup buses.

At the request of Council Member Howard, Mr. Tobar explained that the large number of riders utilizing Dial-A-Ride (over 7,000) is due to the program's door-to-door service, extended hours of operation, and the convenience it offers to seniors, children, and the disabled.

In reply to Council Member Hitchcock, Mr. Tobar reported that Lodi's scheduled route system, recognized as one of the finest in the state, would be greatly impacted by additional buses and routes at this time and that a rise in passenger fees would do little to offset added operational costs. He stated such additions would ultimately affect our performance measure, which is in excellent condition and in direct proportion to the funding the City receives. He further noted the standard route time of 45 minutes can extend up to 60 minutes during peak times and when the trolley is in operation. He

explained that the 40-foot buses have a low floor feature, which expedites loading and unloading of passengers, a feature not available on the trolley.

At Mayor Nakanishi's request, Mr. Tobar provided a breakdown of the transportation budget, noting that in the past four years the City has received \$20 million in grant funding. Mr. Tobar stated that the transit budget is \$1.825 million with the City receiving \$1.2 million from Transit Development Act (TDA) and \$400,000 from Federal Transit Administration (FTA), plus \$225,000 from fares.

Mr. Prima reported that when the transportation contract expires, the City intends to negotiate a shift in responsibility for liability service, making the operator accountable for vehicle damage. Other topics for discussion will include the provision of timely, more comprehensive statistical reporting and the 20% turnover of drivers. Mr. Prima noted that, although the program was initially operated internally, staff does not support the City taking on this contract. He stated that doing so would greatly impact the City in having to create a bargaining unit with parity salaries and benefits, causing a great burden upon Public Works and Human Resources Departments. The City would be impacted by a 10% increase in work force, a 20% turnover rate for that job classification, additional drug and driver testing requirements, and increased workers' compensation claims. Mr. Prima stated that a better benefit package, fair salaries, and regular work schedules discussed during negotiations should bring relief to the turnover issue.

At the request of Council Member Hitchcock, Mr. Tobar related that the 20% employee turnover rate affects many nuances of the system. He stated that new drivers are unfamiliar with pickup locations and special passenger needs, and increase potential vehicle damage and training costs.

Mr. Prima reported that the City has a good chance of obtaining additional operational funding from the San Joaquin Council of Governments, and if successful, intend to use these funds for purposes such as adding routes to high employment industrial areas in the afternoon, and adding a loop around the City route.

Council Member Pennino asked Mr. Flynn what progress has been made toward the City offering a discount pass to theatergoers who use GrapeLine transportation, stating this had been discussed some time ago. Mr. Flynn replied that several meetings with the Downtown Lodi Business Partnership (DLBP) brought suggestions such as a downtown shuttle, carpooling, and the already implemented diagonal parking. Deputy City Manager Keeter stated that at each meeting with DLBP new ideas are introduced, and the Council would have a chance to review recommendations at the Council meeting on July 18, 2001.

Council Member Pennino further stated that some years ago a citizen addressed the Council regarding Dial-A-Ride delivering children to babysitters, schools, etc., and he requested an update from staff regarding this procedure and his concern for the City's liability. Mr. Tobar responded that 10% of ridership, especially in the mornings, are "latchkey kids" picked up by Dial-A-Ride for transportation to school with repeat service provided in the afternoon. He stated many of the children are 6-7 years old, to which Ms. Hitchcock interjected her concern for the well being of the children and the City's support, in essence, of such young children being home alone. Mr. Tobar responded that approximately three years ago doing away with this type of service was discussed, and a parent addressed the Council stating she would be devastated at losing this service as it was all she had.

Mr. Pennino suggested that the City establish a policy or a release of liability form regarding this service, and Mayor Nakanishi asked that staff review other comparison cities regarding their procedures in offering this service. Council Member Hitchcock requested that staff provide information to Council regarding the amount of children using the morning and afternoon Dial-A-Ride service, the ages of these children, and whether or not an adult escorts them to the vehicle.

Continued July 17, 2001

Mr. Tobar stated that the City of Lodi is currently providing maximum service, especially with Dial-A-Ride, and that while anyone requiring assistance can ride Dial-A-Ride in Lodi, other communities provide this service only to seniors and the disabled. Should Council choose to modify the program, children would be forced to use GrapeLine, which has not been recommended by the public at transit need meetings.

Mayor Nakanishi asked staff for a breakdown of current transportation operations and equipment and questioned if the City has begun looking at electric and hybrid buses. Mr. Tobar responded that there are currently 39 drivers, two managers, four dispatchers, and one reservation agent (15 full time, 25 part-time employees). He stated that the fleet consists of seven heavy duty compressed natural gas (CNG) and seven standard CNG Dial-A-Ride buses, with six more on order, plus five gasoline buses (contingency fleet for backup/emergency use), and the City is retiring two diesel buses. Mr. Tobar stated that while electric buses would not work in Lodi, the electrical hybrid buses are available for \$1-2 million, and hopefully, with the passing of time, the technology would become more affordable.

City Manager Flynn shared that Lodi has received a request from Assemblyman Cardoza for a bus to transport representatives of Merced, Modesto, and Tracy to San Francisco for a hearing arguing stricter air pollution control in the Bay Area, so it does not intrude upon air quality in the Central Valley. Mr. Flynn stated he would return to Council for direction should the request become official on the part of Assemblyman Pescetti.

D. COMMENTS BY THE PUBLIC ON NON-AGENDA ITEMS

None.

E. ADJOURNMENT

No action was taken by the City Council. The meeting was adjourned at 7:50 a.m.

ATTEST:

Jacqueline L. Taylor
Deputy City Clerk

Mayor's & Council Member's Weekly Calendar

WEEK OF JULY 17, 2001

Tuesday, July 17, 2001

7:00 a.m. Shirtsleeve Session
1. Transit Update

5:30 p.m. Nakanishi. Grand Opening and Ribbon Cutting for McDonald's, 200 W. Lodi Avenue.

Wednesday, July 18, 2001

5:30 - 7:00 p.m. Nakanishi. Reception recognizing and honoring elected and appointed Asian American public officials, Scottish Rite Masonic Temple, Stockton.

7:00 p.m. City Council meeting
2 Closed Session items (Note: 5:30 p.m.)
4 Presentations
24 Consent Calendar items
One Public Hearing
5 Regular Calendar items

Thursday, July 19, 2001

Tentative Pre-Grand Opening for the Lodi Cinema. Additional details to follow.

Friday, July 20, 2001

Saturday, July 21, 2001

Sunday, July 22, 2001

10:00 - 4:30 p.m. Nakanishi. Lodi Adopt-A-Child Hot Rod & Harley Extravaganza, Lodi Lake.
Judging at 1:00 p.m. and Awards Ceremony at 4:30 p.m.

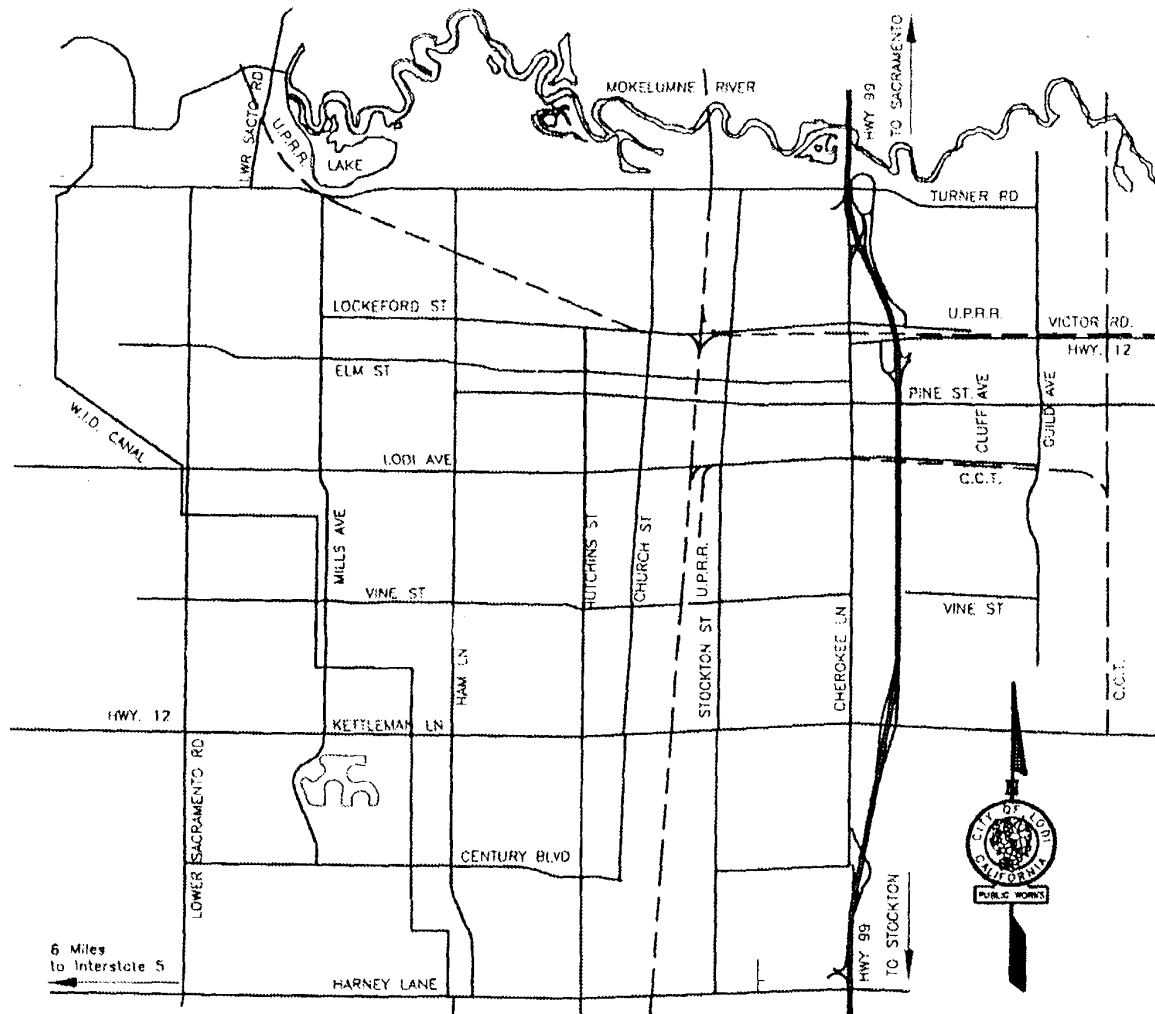
Monday, July 23, 2001

Disclaimer: This calendar contains only information that was provided to the City Clerk's office

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Lodi Dial-A-Ride

Service Area Boundaries



Grape Line

RIDER'S GUIDE



Dial-A-Ride

Getting Around Town
Just Got Easier!

**Dial-A-Ride Information
and Riders Guide**

For more details call
333-6806
www.lodi.gov

Dial-A-Ride FARE RATES

0-64 years.....	\$2.00
Woodbridge, Acampo & County areas..	+.50 cents
65 and over, Disabled, Medicare Card.....	\$1.00

Must have Exact Change or a Ticket to board the bus

DRIVERS DO NOT MAKE CHANGE

Tickets can be purchased at:

Lodi City Hall Annex at 212 W. Pine Street, Lodi
Lodi Station at 24 South Sacramento Street, Lodi
Hutchins Street Square Senior Center, Lodi
Loel Center, Lodi
Villa Cerezos Mobile Home Park

One Ride Tickets.....\$2.00 (General Public)
Out of City, One Ride Tickets.....\$2.50 (General Public)

One Ride Tickets.....\$1.00 (Senior/Disabled)

Special fares are available for passengers with special needs, please call for details.

Dial-A-Ride SERVICE HOURS

Monday-Friday 6:15 am-9:15 pm

Saturday 7:45 am-5:30 pm

Sunday 7:45 am-4:00 pm

Reservations can be made Monday-Friday,
8:00 am-5:00 pm, Saturday 8:00 am-4:00 pm &
Sunday 8:00 am-3:00 pm

No Service on the following holidays:

New Year's Day, Presidents Day, Memorial Day,
Independence Day, Labor Day, Thanksgiving Day
and Christmas Day

TIPS FOR Dial-A-Ride SERVICE

If you need the bus for an appointment, you must call at least a day in advance of your appointment to ensure a reservation.

Service is best provided when passengers make their reservations prior to their scheduled time. One to seven days in advance is encouraged. Advanced scheduling allows Dial-A-Ride to provide service to persons going to the same or nearby destinations.

When you call, be prepared to tell the dispatcher where you are at, where you are going, your telephone number, the time you need to be there and when you want to return.

Since our drivers are not allowed to enter a private residence and they must keep their vehicle in sight at all times, please wait at the entrance of your pickup locations and be visible to the bus driver.

Our drivers will only wait as long as it is necessary at each stop for passengers, unless the caller is identified as requiring more time. Please be ready!

Our drivers can assist you to your door with packages and bags. You need to help by carrying what you can, so please plan your shopping trips accordingly.

Dial-A-Ride reserves the right to refuse service to passengers who demonstrate unsafe or disruptive behavior. Violations of rules may result in possible prosecution.

If you have any questions or suggestions concerning Dial-A-Ride service please call

333-6806

Dial-A-Ride

RESERVATION SERVICE

You can request to be picked up from your departure point at the same time every day. You can also arrange for your return trip home. Your reservation service will continue automatically until you ask for it to change. You must phone to cancel it when you won't need it.

Prevent no shows! Please call Dial-A-Ride Dispatch at 333-6806 if you cannot make the trip, so that other passengers can use the service.

ACCESSIBLE SERVICES

Wheelchairs must be in good working order with functional brakes. Our drivers are not allowed to push wheelchairs up or down inclines or over barriers. We encourage wheelchair users to remain in their chair and wear a lap belt during loading and unloading, as well as while riding on Dial-A-Ride. All wheelchairs will be secured to the bus.

CONNECT TO COUNTY BUS SERVICES

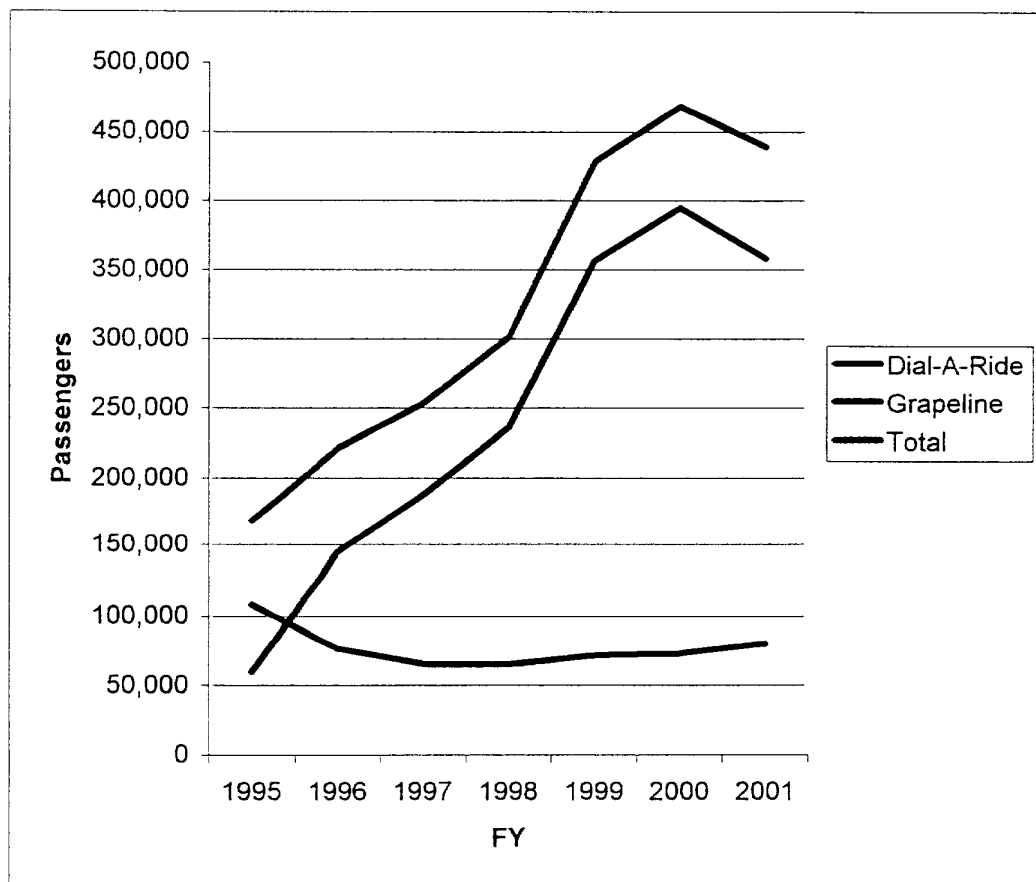
San Joaquin Regional Transit District
(SJRTD)
1-800-HOW-TO-RIDE

South County Transit (SCT/LINK)
(209)745-3052



City of Lodi Transit Ridership

FY	Dial-A-Ride	Grapeline	Total	Avg. GrapeLine Ridership Per Run
1995	108,340	60,098	168,438	6.07
1996	76,600	144,257	220,857	7.96
1997	65,574	187,356	252,930	9.11
1998	65,363	235,895	301,258	10.86
1999	72,005	356,353	428,358	15.44
2000	73,243	395,098	468,341	14.87
2001	80,602	358,330	438,932	15.82



GrapeLine Average Maximum Loads: Most amount of people on a given run at one time.

Time	Rt. 1		Rt. 2		Rt. 3		Rt. 4		Rt. 5	
	Average	High	Average	High	Average	High	Average	High	Average	High
615	2	3	5	8	3	4	4	5	3	4
700	12	18	24	30	22	29	26	27	5	6
745	35	37	16	21	22	30	3	5	10	11
830	7	14	6	13	5	7	4	6	2	5
915	8	9	10	18	5	7	4	5	9	11
1000	8	13	13	16	4	6	8	12	4	7
1045	14	27	12	15	3	5	12	15	6	8
1130	15	20	18	27	7	12	9	11	12	13
1215	13	17	14	25	11	13	10	14	10	15
100	16	20	10	20	7	9	3	5	22	25
145	10	13	15	19	26	28	25	30	11	11
230	13	16	11	15	6	9	8	9	17	17
315	33	34	14	25	22	25	8	10	16	22
400	15	20	15	20	12	14	12	14	11	11
445	10	15	13	15	4	4	9	13	14	18
530	8	12	8	9	3	3	8	10	6	10
615	5	7	5	6	2	2	4	5	3	5

"Capacity" @ 70%

35' bus, 28 seats
40' bus, 36 seats

19.6
25.2

The number of GrapeLine passengers on a given run far exceeds the average maximum load. For routes 1 and 2 the average ridership, per run, is 24 passengers.